

ICE, ICE EVERYWHERE.

Boats Ploughed Through Arctic Fields and Into Frozen Slips.

The scenes in the waters hereabouts yesterday would have been entirely familiar to Nansen, the Arctic explorer. Huge fields of loose ice were in the North River, ice fields bobbed up and down like floating islands. The northwest winds carried much of this ice into the ferry slips on the New York side, and packed it there as solidly as if it had been driven in with a rammer. Much of the ice, too, escaped into the upper bay, whence the tide carried it up the East River. There the fields met others floating down, and, crunching and splitting and piling on each other, they soon filled the ferry slips on the Brooklyn side. Gravesend Bay was covered with an almost solid sheet of thick ice, for the slush ice, such as you pack around an ice-cream freezer, froze there and cemented the big blocks. The outer edge of ice in the bay extended from Norton's Point to Fort Hamilton. There was much ice, too, on the Bay Ridge shore and in the Erie Basin, to the Horseshoe, inside of Sandy Hook, and was packed solidly to the mouth of the Hudson River, which, like that of the Chesapeake, was clogged with ice. Floating ice covered the lower bay, and was dangerous that it would sweep the boats that guide sailormen. So house boat took up the buoys.

Sequence of these truly Arctic conditions, the ferryboats that ply to this desolate resort had trouble to make their way behind time. Navigation was difficult on the North River in the early morning. The ferryboat Brook-

lyn, of the Atlantic ferry, left Whitehall street at 1 a. m., and for four hours tried to ram her way through an ice foe on the Brooklyn side. The passengers were cheerful as possible under the circumstances, and sang and joked with each other. Finally the Brooklyn's captain put back and landed his passengers at Whitehall street. When the Brooklynites reached home at last some explanations were in order. It is respectfully suggested that the excuse, "Packed ice, m' dear," will cover a multitude of sins for the Brooklyn man who gets home late just now.

Ferryboat Caught in a Floe.
The boat Whitehall, of the Hamilton Avenue Ferry, started for Brooklyn early in the morning. She was wedged in a floe, and could neither back nor go ahead. She was carried through Buttermilk Channel and around Red Hook to the Thirtieth Street Ferry slips, in Brooklyn, far from her destination. The Pennsylvania Railroad ferryboat Baltimore, with fifty passengers aboard, was kept imprisoned by a big floe for over an hour in the middle of the North River late Thursday night.

The ferryboat New Brunswick, of the same line, left Desbrosses street at 10 o'clock on Thursday night for Jersey City. She was caught in the ice and held until tugs, that answered her signals yanked her out.

If the wind remains westward, the block-ade in the rivers and harbor will be greater, and if the weather becomes warmer more ice will come floating down the rivers.

The bark St. James, bound out for San

Francisco, left pier No. 19, East River, on January 26. Superintendent Burnham, of Flint, Eddy & Co., her agents, ordered the St. James's captain to proceed at once to sea. It was blowing heavily from the northwest, and the pilot told the captain he would not take the bark out. The pilot told the captain of the tug Wallace B. Flint, that was towing the St. James, to take her inside Sandy Hook, and the tug captain obeyed. She remained there until Thursday night, when she was caught in the ice floe and dragged her anchors. The captain thought she was going ashore, and signalled for help. The Flint and the tug Carle E. Ramsey answered, plowed a channel through the thick ice for the St. James, towed her outside, and she proceeded on her way.

The Josephus and Her Tow.
The ship Josephus, Captain Gilkey, inbound from Hong Kong, arrived off this port last Monday night. The New York tug C. E. Everts, Captain Philbrick, was cruising outside, looking for a tow. Captain Philbrick offered to tow in the Josephus for \$100.

"I'll give you \$50," said Captain Gilkey. "One hundred and fifty dollars," answered Captain Philbrick.

"Go to — or Hong Kong," retorted Captain Gilkey.

Instead, Captain Philbrick followed the Josephus for two days, until she was clear in the harbor and anchored four cable lengths from the St. James, inside Sandy Hook. Even there the Everts stuck by the

Josephus, and by the unwritten law for tug captains no other tug went near her. Early yesterday morning the Josephus, caught in the floe, began to drag anchor. Captain Gilkey signalled for tugs, and, what being reported at the Maritime Exchange, the agents of the Josephus—Pennington, Carver & Nichols—sent down to her the tug Bats, Captain John Brandon and Leader, Captain Gallison. They were chartered at \$10 an hour. To send them was legitimate according to the unwritten law. So when Captain Philbrick saw them coming he dropped his price to \$80, and Captain Gilkey took a hawser from him. But the Bats and Leader each had to be paid \$10 an hour for their time going to the Hook and back. So there was precious little money saved on that tow, and Captain Gilkey had an interesting interview with his agents.

The Luckenbach coal barge Coal King parted from the tug Luckenbach, that was towing her, yesterday, and went ashore off the Fog Horn buoy, off Sandy Hook. She was hauled off without damage. The barks James W. Elwell and Belmont were caught

JEALOUS RIVAL'S VICTIM.

Talmadge Had Just Left Florence Crawbuck's Home When Masked Men Attacked Him.

George E. Talmadge, a young farmer living at Hickory Tree, two miles south of Madison, N. J., was waylaid and terribly beaten by three masked men on Thursday night.

Talmadge had been spending the evening at the home of Frank Crawbuck and was returning home shortly after 11 o'clock, when about fifty yards away from Crawbuck's three men with handkerchiefs tied over their faces jumped out and attacked him, knocking him unconscious with a fence rail.

Mr. Crawbuck heard Talmadge's cries for help, and when he and his nephew ran to his assistance the masked men fled. Talmadge was badly cut and bruised and did not regain his senses until morning.

Talmadge is paying attention to Mr. Crawbuck's daughter, Florence, and he believes some of his many rivals assaulted him, but refuses to give their names.

BOARDED THE WRONG TRAIN.

County Clerk Explains How He Came to Be in Contempt of Court.

Sheriff Littrester yesterday morning, under an order issued by the Somerset County Court, escorted County Clerk John H. Conger, of Middlesex County, to Somerville, on an attachment for contempt of court.

The County Clerk failed to file an accounting as executor in the estate of James Wood, who died some years ago at Bonad Brook. The order for contempt was at once issued, but withheld pending the issuance of a rule to show cause.

When Somerville was reached Conger explained to the Court that on the day the order to show cause was returnable he and his counsel started for Somerville. At New Brunswick they boarded the "wrong train" and were carried through Somerville and across the State at the rate of sixty miles an hour.

There was no train back which reached Somerville until after court had risen. He then explained his failure to file the accounting.

The Court accepted the explanation and allowed the accounting to be filed, and intimated that he would probably discharge the contempt proceedings.

REV. DR. ABBOTT RETURNS.

Adverse Criticism Will Not Prevent Him from Continuing His Sermons on the Bible, He Says.

The Rev. Dr. Lyman Abbott returned yesterday from his sojourn of a few days at Lakewood, and in his sermon to-morrow night, in Plymouth Church, may have something more to say in reply to the criticisms of his clerical brethren in the Manhattan Association of Congregational Ministers, who, on Wednesday last, adopted a pointed resolution emphatically dissenting from Dr. Abbott's now famous sermon, treating the biblical account of Jonah and the whale as a mere fiction.

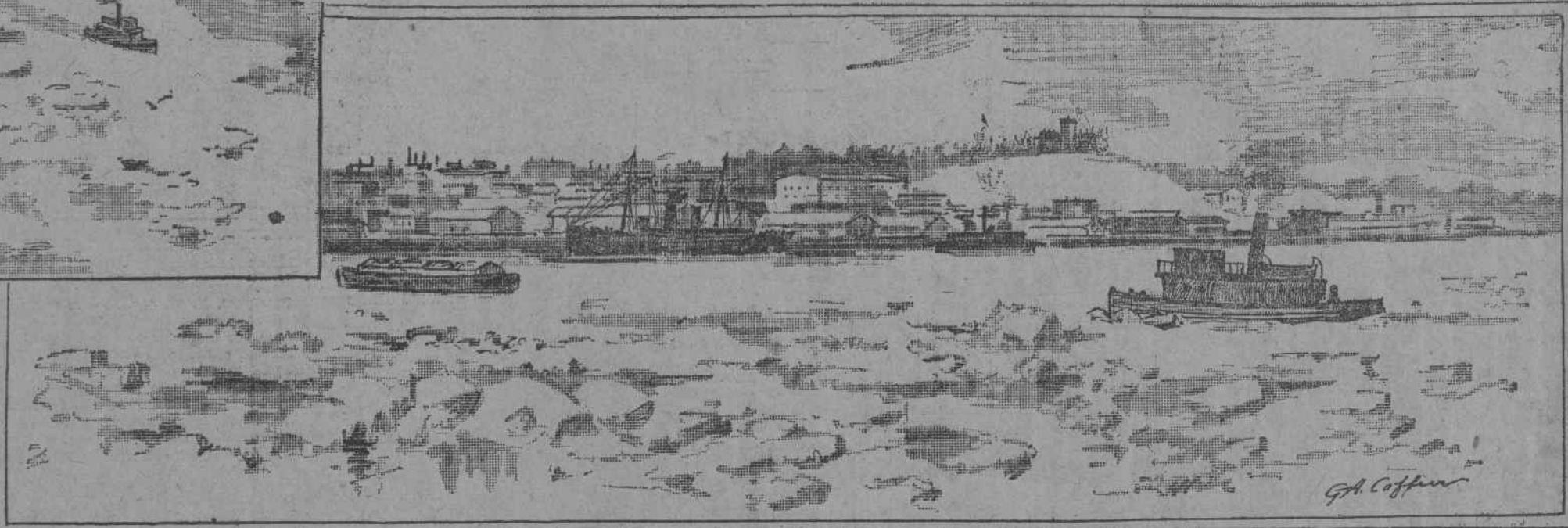
Dr. Abbott's sermon to-morrow will be on "The Book of Proverbs," and another of the series of addresses on the books of the Bible, of which last Sunday's sermon was

PANIC IN A FACTORY.

Fire in the Varnish Room on the First Floor Drove Workmen Above to Escape from Windows.

Fire broke out in the varnish room of Levi C. Goldsmith & Sons' trunk factory, at No. 136 to 140 Front street, Newark, yesterday, and in an instant the men at work on the second, third and fourth floors were in a panic.

The varnish room is on the first floor, and the stairways leading to the floors above were quickly choked with smoke. Some of the workmen succeeded in getting out that way, but many others had to escape through the windows. Those on the third and fourth floors dropped on to a high pile of lint, and thence to a shed, and so on to the ground. They all escaped uninjured. Those on the second floor escaped by drop-



VESSELS PLOUGHING THROUGH THE ICE FIELDS IN THE NORTH AND EAST RIVERS.

In the ice inside the Hook, but managed to get out.

Very heavy weather outside, dangerous to incoming vessels, was reported. The steamer Munchen arrived from Bremen and the steamer Mobile, a day late from London. Both reported heavy gales, snow and hail off the Banks of Newfoundland. Neither sighted the White Star freighter Cecile, Captain Nicols, that sailed from Liverpool on January 25 and is five days overdue.

The freight steamer Penarth sailed from Penarth January 9 and is now overdue at this port. The freight steamer Menasha sailed from Swansea for New York on January 8, and has not been reported. The voyage usually lasts fourteen to sixteen days. The Hamburg freight steamer Marala, with a full steerage passengers, left Havre on January 11 and is overdue. The British ship Falls of Bracken, Captain Wilson, 2,232 tons, left Hampton Roads for Avonmouth, England, on January 4, with a cargo of 97,000 bushels of corn and 147,000 bushels of oats in bulk. She was released in London yesterday at a premium of 50 guineas. Marine insurance agents in this city figure that these premiums should be paid to reimburse the missing vessels that were told of in the Journal yesterday: Ship T. F. Onks, 40 guineas; Lord Dufferin, for which the captain's wife, Mrs. Roberts, waits, 80 guineas; State of Georgia, 70 to 75 guineas. There is very little hope when more than three guineas is asked to release a missing ship.

The vessel reported by the Journal as off Barnegat on Thursday night was the steamship Oregon, Captain Legg. She was towed into this port yesterday.

not regain his senses until morning. Talmadge is paying attention to Mr. Crawbuck's daughter, Florence, and he believes some of his many rivals assaulted him, but refuses to give their names.

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one, Dr. Abbott, when asked yesterday if he would make reply to-morrow night to his critics, said that he did not care to state in advance what he might say.

"I am not engaged in any warfare with any one," said Dr. Abbott, "and am sorry that my brethren are dissatisfied with my views as expressed last Sunday. I shall, however, not deviate in my course of telling the truth as I see it. I am going on quietly to give instruction in the Bible and teach it as my study of it tells me it should be taught, and recent events will not move me to change my course. That is all I care to say."

BIT OFF A PIECE OF TUBE.

Swallowed It, Too, but an Operation Removed the Glass Obstruction.

Vernon W. Joeckel, of Bloomfield, N. J., is recovering slowly from the effects of swallowing a piece of a glass tube.

Joeckel has been very ill with typhoid fever, and his diet was for a long time nothing but milk and iced water. Last Sunday he accidentally bit off and swallowed a piece of the tube through which the milk was being fed to him.

Dr. J. E. Wilson, yesterday performed an operation, by which part of the glass was removed, and Joeckel, it is thought, will recover unless some unforeseen complication occurs.

For rheumatism and neuralgia you cannot get a better remedy than Salivation (Advt.)

pling to the ground, with the exception of David Goldman, of No. 45 Rivington street, New York, who jumped through the window and received a severe sprain of the left ankle. He was taken to St. Michael's Hospital.

The contents of the building in which the fire started were damaged \$5,000 and the building \$1,000. The fire was due to an attempt to thaw out some frozen water pipes.

WOUNDED IN THE NAVY YARD.

A Bottle of Whiskey Results in a Spilling of Some Blood.

James Toland, private in the Marine Corps in the Brooklyn Navy Yard, has upon his cheek a newly-made wound, and John P. Erdman, of No. 74 North Elliott place, has two gashes on the side of his head. These were displayed to Commissioner Morie in the Federal building, Brooklyn, yesterday morning. Erdman, who is a bootmaker employed in the yard, was held for examination on a charge of assault.

Toland was on guard near the receiving ship Vermont at dusk on Thursday evening. Erdman walked down the cob dock. Toland says he had a bottle of whiskey, which he was trying to smuggle on board the vessel. He arrested him. Erdman did not want to be arrested. There was a row, and both men were wounded. Erdman will be tried.

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D' Kid Takes d' throne, shure! You'll Die Laffin'.

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